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X1C	On the rorning of 25 Septem observed over Zerbst. At 6 the northern edge of the fi trenches between the inters as the intersection of the days there was flying by in	o p.m., four Fi ⁰ -15s were celd. The Zorbst-Dobrita section of the road leading to Street	parked in one line on road was blocked by ing to Lindeu as far
2	At h p.m. on 29 September, four MiG-15s were parked on the northern edge of the field. Soviet soldiers were excavating trenches along the north-eastern edge of the installation. A radio installation was probably being established in the eastern extension of the runway, about 200 meters east of the road to Straguth, where a radio truck was parked and equipment was lying about.		
3 .	In the early morning of 2 October, there was intensive flying by MiG-15s, at the field. At 6 p.m., about 30 MiG-15s were observed on the landing field. Intensive day and night flying continued up to 6 October, however, only in clear worther. The aircraft usually flow individually or in groups of two. Their flying was confined to circling over the field. Passenger		
25X1C	wer	re observed at the entra	nce to the field. 25X1C
	A German worker at the field said that the runway lighting facility was almost completed. Red lamps, about 20 meters apart, were installed on a cable on both sides of, and 3 meters from, the runway. Another laborer stated that reconditioning of the barracks buildings was completed except for plumbing work which was under way. He also said that, on 3 October, a jet fighter had turned over while landing. Its landing gear hit a newly dug cable ditch. According to Soviet soldiers, the jet fighters at the field had come from Koethen. Some of the crows and Soviet female personnel had allegedly come directly from the U.S.S.R. The total strength was estimated at 1,200 to 1,500 men by the Soviet soldiers. They further stated that Baumnon bresden, in charge of the improvement of the runway, was transferred to hangarten.		
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25X1X

5. The field was observed from its northern and western edges between 3:15 and 5:30 p.m. on 9 October. The weather was clear. Aircraft observed at the field included 27 MiG-15s, parked in one line in front of the hangars on the northern edge of the installation, 6 twin-engine transports, and 2 biplanes. Twelve of the 27 MiG-15s landed at 3:30 p.m. The interior of the hangars could not be seen. Twelve MiG-15s practiced formation flying in flights of four planes.

6. No flying was observed at the field on 9 and 10 October 25X1C

were seen entering and leaving the field. *

25X1A * Comment. According to the observed aircraft strength of about 80 MiGLiss, Zerbst airfield was occupied by two fighter regiments between 29 Septumber and 2 October 1951. The setting up of radio installations indicates
that this occupation will probably remain for a longer period. From
previous information, according to which Koethen airfield was evacuated
between 26 September and 2 October and a convoy of trucks carrying person
nol and equipment was observed passing through Desscu-Rosslau toward Zerbst
on 30 September, it is inferred that the two fighter regiments were previous—

25X1A by stationed in Koethen.

These regiments, which were apparently absent from Zerbst airfield during construction work of its runway, returned to the installation. The four MiG-15s
observed on 25 and 29 September were probably the advance detail of the

